



# AN INVESTMENT IN THE FUTURE **FOR EUROPEAN TERRITORIES**





# THE BENEFITS OF THE SEINE-SCHELDT NETWORK



## COHESION

The result of a collaborative, united approach involving members of the public, elected officials, businesses and associative actors in all the territories concerned, the implementation of the Seine-Scheldt network consolidates the links between local stakeholders.



Herinnes dam ©SPW



Recalibration of the Lys Mitoyenne ©VNF / INGEO



## INNOVATION

The scale and ambition of the Seine-Scheldt network mean that it is accelerating progress for waterways. It is encouraging the emergence of new ways to build, equip, develop, manage and maintain the waterway infrastructure. It also incorporates a thorough analysis of how to optimise and expand the range of services offered to users.



## ECONOMIC ACTIVITY

The Seine-Scheldt project will have a positive impact on all areas of economic activity that use river transport: traditional stakeholders such as the construction industry, the food industry and the chemical industry, and emerging ones such as those involved in the circular economy and urban distribution. In addition to this, opening up the network will benefit all industrial companies having to deal with road congestion in northern Europe.

175,000

direct and indirect jobs created



Ribécourt-Dreslincourt quay ©Philippe Houze



Condé-Pommereul Canal ©VNF / Philippe Houze



## LOCAL DEVELOPMENT

First and foremost, Seine-Scheldt is a development project that will provide the perfect conditions for creating an ecosystem around the waterways, on a local, regional, national and international level, offering the territories multiple opportunities for creating wealth and long-term jobs.



Ooigem Desselgem bridge ©De Vlaamse Waterweg nv

today



## ENVIRONMENT

Seine-Scheldt has defined targets relating to ecological performance. To maintain biodiversity, 1,600 hectares will be the subject of environmental development plans. The network will also promote sustainable water resource management.



Vive-Saint-Bavon lock ©De Vlaamse Waterweg nv



## LAND USE PLANNING

Made possible thanks to some ambitious programmes, the Seine-Scheldt project will bring about sustainable changes to the waterway infrastructure and the areas that it affects. It is thus helping to improve the living environment and promote heritage.



## EMPLOYMENT

The building sites required by the Seine-Scheldt project are creating direct and indirect jobs in the areas concerned. They are also the catalyst for training and professional integration for local residents.

+ 25%

more river freight traffic



## MOBILITY OF GOODS AND PEOPLE

Seine-Scheldt will provide an efficient, sustainable response to the demand for transporting goods and people through Europe. It will expand the areas accessible to cruise ships and pleasure boats while significantly increasing the exchange of goods by water. By 2035, 150 million tonnes of freight are expected to move through the network every year.



New platform for the Pont-à-Ponts in Tournai ©SMC-Systems

tomorrow

- 55%

fewer greenhouse gas emissions between 1990 and 2030



## CARBON NEUTRALITY

The Seine-Scheldt network is a real asset when it comes to achieving the carbon-neutral targets of the European "Green Deal". When it is commissioned, it will avoid the need for 2.3 million heavy goods vehicles (HGVs) per year and 5.8 million HGVs per year by 2070, thanks in particular to the doubling of locks on the Seine-Nord Europe Canal. Inland waterways represent the means of transport with the lowest greenhouse gas emissions, as well as fitting in with the concept of an energy transition for boats and infrastructure.

# AN AMBITIOUS PROJECT

Creating a **new transport offer** that is multimodal, efficient and sustainable in the heart of Europe for the benefit of the territories.

Supporting **the major changes taking place** within the European Union: mobility of the future, sustainable development, ecological transition.

## Creating a network:

- **1,100km** of high-capacity waterways crossing **6 European regions** (Flanders, Wallonia, Hauts-de-France, Île-de-France, Normandy and Grand Est) where **40 million** people live.

- **5 seaports, 60 inland ports, 90 leisure ports and 360 municipalities** based near the waterway.

## A roadmap:

- **regenerating, expanding and modernising many existing waterways** in France and Belgium, which will be connected to the future canal.

- **building the Seine-Nord Europe Canal**, the missing river link that will connect the Seine basin to the Scheldt basin as well as to other major European basins.





**Marie-Céline MASSON**  
Manager of the Seine-Scheldt EEIG

## A REAL PARTNERSHIP



The Seine-Scheldt European Economic Interest Grouping was created in 2010 to support the establishment of the network. It brings together four waterway stakeholders in France and Belgium: Voies navigables de France (VNF), the Société du Canal Seine Nord Europe (SCSNE), Service public de Wallonie (SPW) and De Vlaamse Waterweg nv.

Our EEIG nurtures a real spirit of collaboration, committed to dialogue, consultation and high standards for the benefit of our shared project. This spirit of partnership means that we can make sure the project is progressing in the heart of the territories. It is also resolutely forward-looking, because if we want to maximise the benefits of Seine-Scheldt, we need to anticipate what will happen when it is up and running.”

[www.seine-scheldt.eu](http://www.seine-scheldt.eu)